

The Hong Kong Daily Press.

No. 4775 號五十七百七千四第

日五初月二年西癸治同

HONGKONG, MONDAY, 3RD MARCH, 1873.

三月三號

港香

PRICE \$2 PER MONTH.

Arrivals.

March 1, STANSE CROWN, Siem. sh., 539, J. J. Witt, Bangkok 13th Jan., General—CHINESE.

March 1, LUXON, Amer. str., 661, Williams, Shanghai 8th February, Ningpo 12th, Amoy 19th, Keeling 26th, Amoy 27th; and Swatow 1st March, 700 tons. Coal, D. LAPRAK & CO.

March 1, OCEAN, German brig, 202, Jasen, Saigon 21st January, and Cape St. James 23rd, 5,300 piculs Rice—Ed. SCHELLHAAS & CO.

March 1, AVON, Brit. bark, 567, Ronnie, Kolo 16th February, 12,000 piculs Rice—RUSSELL & CO.

March 1, ANNA, German bark, 227, Eisenmenger, Singapore 12th January, Timber—ORDER.

March 2, NAMOA, Brit. str., 863, Pitman, Shanghai 22d February, Ningpo 24th, Amoy 28th, and Swatow 1st March, General—D. LAPRAK & CO.

March 2, PROVENCE, French steamer, 1,551, Brunet, Marseilles 19th January, Port Said 25th, Suez 27th, Aden 3rd Feb., Gall 12th, Singapore 19th, and Saigon 24th, Mail and General—MESSAGERIES MARITIMES.

March 2, CYNTHIA, Brit. str., 1,279, Stephen, London 11th January, Port Said 25th, Suez 26th, Penang 20th Feb., and Singapore 23rd, General—JARDINE, MATTHESON & CO.

March 2, CHINIAN, Brit. str., 817, J. W. Roy, Shanghai 26th February, Ballast—CAPTAIN.

March 2, H.I.C.M. P.-S. AN-LAN, 300, Godal, from Canton 1st March.

March 2, CHINIAN, Brit. str., 793, J. Hogs, Shanghai 27th February, General—SIEMSEN & CO.

Departures.

March 1, CAROLINE, for Saigon.

March 1, NOHNA, str., for Swatow.

March 1, KITSUN, str., for Shanghai.

March 1, OCEAN QUEEN, str., for Amoy.

March 1, ALTONA, str., for Shanghai.

March 2, F. H. DRAWS, for Teutonia.

March 2, ST. MARY, for Saigon.

March 2, H.E.B.M. frigate SVETLANA, for North.

March 2, CHARLES ALBERT, str., for Macao.

March 2, YESSO, str., for East Coast.

March 2, H.I.C.M. gun-boat CHEN-JUI, for a Cruise.

Clearances.

AT THE HARBOUR MASTER'S OFFICE,

MARCH 2D.

F. H. DRAWS, for Teutonia.

St. Mary, for Saigon.

Charles Albert, str., for Macao.

Fugui Balauji, for Whampoa.

Altona, str., for Shanghai.

Yesso, str., for East Coast.

Passengers.

For Province, str., from Marselles, &c.—For Hongkong.

From Marselles—Mesas, Happier, D'Aigle, and 3 Chinese. From Singapore—1 Chinese.

From Saigon—Mr. B. W. PRATT, T. Hamblin and de Langsdorff, and 1/2 Chinese.

For Shanghai.

From Marselles—Messa, Laidrich, Long, and Mr. and Mrs. K. K. For Yichow.

From Marselles—Messrs. Saeki, Hiraka, Kutan, Okanti, Ohara, Mutzonourouki, Nagano, Higakouke, Nagano and Nijubashi.

For Lazon, str., from Shanghai, &c.—24 Chinese.

For Nansai, str., from Shanghai, &c.—Mr. Dalrymple and 70 Chinese.

Per Chinkiang, str., from Shanghai, &c.—Mr. McGregor and 15 Chinese.

Per Cyphene, str., from London, &c.—Mr. Howell and 60 Chinese.

Per Yesso, str., for East Coast.—Sir E. Hornby, Mr. and Mrs. De Silva, Mrs. McDonald, Messrs. Phillips, Mrs. Allen, Pao-dag, Gittens, Leybourne, Savage, Hubback, and Mr. Lopez, and 80 Chinese.

Per F. H. DRAWS, for Teutonia.—8 Chinese deck.

Per St. Mary, for Saigon,—20 Chinese deck.

Per Altona, str., for Shanghai,—4 Chinese deck.

Reports.

The British ship Chuen reports left Shanghai on 27th February, had strong N.E. monsoon throughout.

The British steamship Chinkiang reports left Shanghai on 27th February, had experienced strong N.E. monsoon and high sea throughout.

The French steamship Provence reports left Marselles on 15th January. Port Said on the 25th, Suwz on the 27th, Aden on 2nd February, Gall on the 12th, Singapore on the 10th, and Saigon on the 24th. Had moderate monsoon and moderate weather till the last instant, when got strong monsoon and high sea.

The German bark Anna reports left Singapor on 12th January, had light breeze and equally weather to the Bosphorus, from thence had very heavy weather. From the N.E. and N.E.W. with heavy seas during which lost top-sail, jib, and was blown away by waves.

The German brig Ocean reports left Saigon on 21st January, and Cape St. James on the 23rd, had steady monsoon across the China Sea to the Shouks. From 21st January to 3rd Feb., had stormy weather from the Northwest; then strong monsoon to the 19th December, when encountered another very bad storm. On 24th, had moderate weather after which experienced a number of calms and light head winds to the Provinces; from thence still monsoon to port.

The British steamship Cyphene reports left London on 11th January, left Port Said on the 25th, Suwz on the 28th, Penang on the 2th February, and Singapore on the 23rd. In the Atlantic had strong S.W. wind till of Lisbon, then moderate to Port Said; in the Red Sea light Northeast winds the first part; after which had light Easterly winds. From Galle to Penang strong E.N.E. winds; from thence light variable winds to Singapore. Up the China Sea had light winds to Macassar Bank, and from thence strong wind and high sea from the N.E.

The British steamer Namoo reports left Shanghai on the 22nd February, Ningpo 24th, Amoy 25th, Swatow 26th, and moderate monsoon. On the 29th passed S. S. Finisterre of Tinaubon Island. The Hailoung left Amoy for Foochow on the 28th. The Lord of the Isles arrived in Amoy from Kobe on the 27th. Passed a steamer unknown at 12.30 midnight of the 1st instant. The Spanish steamer Emesa in Amoy when Namoo left, and a telegraph steamer outside in Amoy roads.

(For continuation of Shipping Reports see third page.)

Auction Sales To-day.

LANE, CRAWFORD & CO.,
Household Furniture.
A 12 P.M.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID UP CAPITAL.....\$5,000,000 of Dollars.
RESERVE FUND.....\$1,000,000 of Dollars.

Court of Directors.

Chairman—S. D. SASSOON, Esq.
Deputy Chairman—W. H. FORBES, Esq.
R. H. GILL, Esq.
H. M. McLELLAN, Esq.
F. J. ROBERT, Esq.
H. B. LEWIS, Esq.

Chief Manager.

Hongkong—James Greig, Esq.,
Manager.
Shanghai—Ewen Cameron, Esq.,
London Bankers—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

On Current Deposit Accounts at the rate of
per cent. per annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months—2 per cent. per annum.

6 1/2 " 5 "

LOCAL BILL DISCOUNTED.

Credits granted on approved Securities, and
every description of Banking and Exchange
business connected.

Drafts granted on London, and the chief
commercial places in Europe, India, Australia,
America, China and Japan.

JAMES GREIG, Chief Manager.

No. 1, Queen's Road East.

Appt. 1063, Hongkong, 13th February, 1873.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND declared for the half year
ending on 31st December last, at the rate of
Twelve per cent. per annum, say \$7.50 per
share up to \$25, is payable on and after
FRIDAY, the 14th instant, at the Offices of
the Corporation, where Shareholders are re-
quested to apply for Warrants.

By order of the Board of Directors,

JAMES GREIG, Chief Manager.

Appt. 1273, Hongkong, 13th February, 1873.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND declared for the half year
ending on 31st December last, at the rate of
Twelve per cent. per annum, say \$7.50 per
share up to \$25, is payable on and after
FRIDAY, the 14th instant, at the Offices of
the Corporation, where Shareholders are re-
quested to apply for Warrants.

By order of the Board of Directors,

JAMES GREIG, Chief Manager.

Appt. 1273, Hongkong, 13th February, 1873.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND having been appointed
Agents for the above Company at this Port,
are prepared to grant Policies against Fire
to the extent of \$60,000 on Buildings, or on
Goods stored thereon.

Apply to

GIBL, LIVINGSTON & CO.

Appt. 1182, Hongkong, 24th August, 1864.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

FROM and after this date the following rates
will be charged on SHORT PERIOD

Insurance, viz.—

Not exceeding 1 month—1/2 of the annual rate.

Above 1 month—3 " 1 do. do. do.

Above 3 months—6 " 1 do. do. do.

For further particulars, apply to

E. D. SASSOON & CO.

Appt. 1182, Hongkong, 24th November, 1872.

IMPERIAL FIRE INSURANCE COMPANY.

FROM this date, until further notice, a dis-
count of Twenty per cent. (20%) upon the
current local rates of premium will be allowed
upon insurance effected by this Company.

DOUGLAS LAPRAIK & CO.

Agents, Imperial Fire Insurance Company,
of 1139, Hongkong, 24th August, 1864.

PHENIX FIRE INSURANCE COMPANY

FROM this date, until further notice, a dis-
count of Twenty per cent. (20%) upon the
current local rates of premium will be allowed
upon insurance effected by this Company.

DOUGLAS LAPRAIK & CO.

Agents, Phenix Fire Insurance Company,
of 1122, Hongkong, 27th June, 1872.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND declared for the half year
ended 31st Dec., 1872, at the rate of Six
per cent. per annum (6%), will be payable at
the HONGKONG AND SHANGHAI BANK on and
after FRIDAY, the 23rd Feb.

Dividends Warrants must be obtained from
the Acting Secretary at the office of the Com-
pany, No. 1, Club Chambers.

By order,

ROBERT DUNCAN,

Acting Secretary.

Appt. 313, Hongkong, 25th February, 1873.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND declared for the half year
ended 31st Dec., 1872, at the rate of Six
per cent. per annum (6%), will be payable at
the HONGKONG AND SHANGHAI BANKING COR-
PORATION on and after SATURDAY next, the
18th instant. Shareholders are requested to apply
to the office of the Company for War-
rants.

By order of the Board of Directors,

AUGUSTINE HEARD & CO.,

General Agents.

Appt. 112, Hongkong, 10th January, 1873.

HONGKONG HOTEL COMPANY, LIMITED.

The Daily Press.

HONGKONG, MARCH 3RD, 1873.

WHATEVER may be urged upon general grounds in favour of the line of action taken by the Home Government with reference to the opium traffic, it must be obvious that the position which has been adopted is completely illogical. Lord Kimberley, in the despatch recently read before the Legislative Council, shews that the Home Government is prepared to cut the Gordian knot by destroying the Macao opium traffic, a trade of kidnapping, but carefully refrains from going to the only logical conclusion from this premise—that of declaring the vessels slaves.

It is from this that the popular lesion action for the purpose of preventing the fitting out of vessels (which, with the exception of fixing gratings is now legal in Hongkong) has become necessary, and it is also at this point that it becomes untenable. If the British Government went so far as to declare the trade a slave trade, the necessity for any interference in minor matters connected with the trade of Hongkong would be removed, as the vessels would be seized upon the high seas as soon as they left port. No doubt it is right that the English Government should be anxious to prevent a Colony belonging to it being made use of as a means of assisting a species of trade to which it is justly opposed; but as already pointed out while admitting this, it is a delicate matter to enforce prohibitions of this character, and it may be doubted whether, except where the matter proceeds so far that there can be no doubt as to the purpose for which the vessel is designed, any interference can be made, which would not be more pernicious in its indirect bearings than beneficial directly.

We do not say that, under the impression under which it acts, the Home Government is not justified in endeavouring to prevent its subjects being concerned in the species of traffic which goes on from Macao. It learns that there are great abuses connected with the trade; that a large number of men are virtually kidnapped, and it fears from time to time of some of those tragedies at sea which strike horror into the whole civilized world. It may well say: "If we cannot put this down, we will at least take care that we have nothing to do with it." But seeing how difficult it must be practically to hold such a position as this, it is much to be questioned whether, if the Government takes upon itself to condemn the traffic *in toto* to the extent of endeavouring to prevent its subjects being concerned in it in the most indirect manner, it is not bound in fairness and consistency thoroughly to investigate the matter, and to use its influence with other nations to concert measures, either to reform the traffic, or if it cannot be reformed, to put it down. As matters are at present, the position seems to be very much that the British Government wishes to prohibit its subjects from being even in the most indirect manner concerned with the opium traffic, because it is a slave trade, and abstains from putting the traffic down, because it is not a slave trade.

The truth is, the time has come when the whole matter ought to be thoroughly sifted, and the truth with regard to it acted upon. If the abominations connected with it can be reformed by the united efforts of civilized nations, it would not be difficult to bring such action into play by a congress as would effectively prevent the evil practices for the future. If, on the other hand, it is discovered that the opium traffic is really incapable of reform; and that when all that is possible has been done for the protection of the coolies, kidnapping and the like evil practices continue, then there can be no other course open, but to declare that the traffic shall be considered in the light of slavery, and for the various civilized nations to join in putting it down with a strong hand in the same way as was done with the African slave trade. At the present moment the whole question is placed on an unsatisfactory and vague footing, and the half-measures adopted will, like other temporising measures adopted in severe cases, probably result in increasing rather than diminishing the difficulties of dealing with the question effectually and permanently.

The steamer *Sunda* left Shanghai on the 28th ult.

"A complaint is frequently made that the steamers of the Messengers Company will not receive letters on board, and a very circumstantial account was given of a recent case of the kind in the Singapore papers. We are well aware of the difficulty of getting an invitation to state that the *Countryman* is absolutely prohibited by the Post Office between France and England from receiving any letters in English Colonies except through the Post Office."

The *Singapore Times* says:—The steamer *Ajaz*, we learn, is bringing out another batch of police of the Metropolitan Police Force to police duty in Hongkong. They are to be paid £19 a month, and their expenses and emoluments for five years. They have received an advance of £15 to prepare for the emigration. About twelve months ago fifty members of the Edinburgh constabulary came out to Hongkong. They appear to have given satisfaction, and we presume that their efficiency has induced this second importation by the Hongkong Government. Might we hint to the Strategic Executive that the best way to solve the Police and riot suppression difficulties may be found by following the example thus set by the sister Settlement?

A somewhat serious carriage accident took place on Saturday afternoon. The racing pony *Gambino*, had been placed in a trap with a view to having him walked, so as to get him into the way of going to harness, but while the horse was holding him, the trap being empty, he got away and dashed down *St. George's* street. The spectators here crowded into the course, and interfered with the race considerably. Bradshaw passed *Gambino* as he was found it desirable, and won easily, but he very bad time. A horse, named *Musket*, who had a very bad third, and *Alford* was fourth.

Purty the Fox—18th trials, Price, £15.

H. Foss, 28 feet 6 inches.

This was a very wild competition, and the distance rather poor.

10.—RUNNING WIDE JUMP.—3 Trials, Price, £15.

D. Jones, 16ft. 7 in.

H. Wodehouse also competed.

For a long time *Jones* and *Wodehouse* were tied, but after a number of failures to establish a difference between them, *Jones* succeeded in putting on another half inch, which *Wodehouse* could not reach. Distance, 16ft. 7 in., one inch farther than the same winner's jump last year. In 1871, Wright covered 18ft. 1 in.

11.—FLAT RACE, 100 yards—1st Prize, £10.

"The Laddie" *Fors*, 2nd Prize, £10.

The race was run in two heats, the result being

Porto Rico. The Legitimists accuse Broglie of treachery.

A severe contest is expected in the Assembly on the resolution of the Committee of Thirty. There is agitation in Madrid. Armed forces and rebels occupy several points. The troops and militia support the Government. The new ministry has probably a majority.

The Powers have decided to maintain relations with Spain, pending the constitution of a new Government.

The ex-King Amadeus remains at Lisbon.

The strikes in Wales continue fitfully.

The Home Press criticizes Earl Granville's Afghan boundaries.

ATHLETIC SPORTS.

The annual meeting for Athletic Sports took place on the Cricket Ground yesterday afternoon. There has been, even in a larger number of cases, a very small and half attempt at keeping them in order. The ground was surrounded with a dense throng of Europeans and Chinese, who were allowed, by reason of the lack of the simplest arrangements, to obstruct not only the view, but the actual progress

of the sports in some instances. Nothing could be easier than to pass a light rope round the outside of the course, which would greatly assist the police in keeping the ground clear for the competitors. Amongst those present were H.E. the Governor, Lord M. Kennedy, Mr. L.H. the Grand Duke Alexius, Mr. W.L.H. Brown, R.N., officiated as judge, and Mr. H. Foss as starter. The weather was not that could be desired, and speaking generally the sports did not come up to the usual standard of excellence; notwithstanding which drawbacks a very pleasant afternoon was spent.

The first event came off on time, 1.30 p.m.—1.—THROWING THE BANNER—100 yards. 3 Trials, Prize £15. (Any style allowed, but no following)

G. C. Gresham, 1.

W. Long.

Messrs. Foss and Weeks also threw.

The license granted to the competitor in the matter of "style" proved rather dangerous to H.E. the Governor, who had to get out of the way of the former. *Long* won, with however, only one goal.

13.—FLAT RACE—300 yards. 1st Prize, £10; 2nd Prize, £5. (For Soldiers, Sailors, and Police.)

May, Iron Duke, 1.

Moldings, Band of 90th, 2.

Slater, 80th, 3.

Fifteen started very well together. The winner in very good form, and won as he liked. Time, 41 sec.

14.—FLAT RACE—Half-Mile Handicap. 1st Prize, £40; 2nd Prize, £10. (Prize presented by the Hongkong Club.)

C. E. Gifford and H. Foss, 1.

Messrs. McEwen and Darby, Littleton, and Cresswell, and *Turner and McMicken*, 2.

An amusing race, with however, only one goal.

15.—FLAT RACE—300 yards. 1st Prize, £5; 2nd Prize, £2.50. (For Soldiers, Sailors, and Police.)

G. O. Outley, 1.

Messrs. Gray and Wodehouse also competed.

The former lost, the latter won the race.

A very good race, with the lead changing 33 seconds.

16.—FLAT RACE—100 yards. 1st Prize, £1.

E. P. McEwen, 1.

Messrs. Shaw and Lewis also came to the post, but in consequence of a misunderstanding of the signal the latter did not start. As the consequence of the loss, *Outley* won the race.

The former lost, the latter won the race.

A very good race, with the lead changing 33 seconds.

17.—FLAT RACE—100 yards. 1st Prize, £1.

E. P. McEwen, 1.

Messrs. Shaw and Lewis also came to the post, but in consequence of a misunderstanding of the signal the latter did not start. As the consequence of the loss, *Outley* won the race.

The former lost, the latter won the race.

A very good race, with the lead changing 33 seconds.

18.—FLAT RACE—100 yards. 1st Prize, £1.

E. P. McEwen, 1.

Messrs. Shaw and Lewis also competed.

The former lost, the latter won the race.

A very good race, with the lead changing 33 seconds.

19.—FLAT RACE—100 yards. 1st Prize, £1.

E. P. McEwen, 1.

Messrs. Shaw and Lewis also competed.

The former lost, the latter won the race.

A very good race, with the lead changing 33 seconds.

20.—FLAT RACE—100 yards. 1st Prize, £1.

E. P. McEwen, 1.

Messrs. Shaw and Lewis also competed.

The former lost, the latter won the race.

A very good race, with the lead changing 33 seconds.

21.—FLAT RACE—100 yards. 1st Prize, £1.

E. P. McEwen, 1.

Messrs. Shaw and Lewis also competed.

The former lost, the latter won the race.

A very good race, with the lead changing 33 seconds.

22.—FLAT RACE—100 yards. 1st Prize, £1.

E. P. McEwen, 1.

Messrs. Shaw and Lewis also competed.

The former lost, the latter won the race.

A very good race, with the lead changing 33 seconds.

23.—FLAT RACE—100 yards. 1st Prize, £1.

E. P. McEwen, 1.

Messrs. Shaw and Lewis also competed.

The former lost, the latter won the race.

A very good race, with the lead changing 33 seconds.

24.—FLAT RACE—100 yards. 1st Prize, £1.

E. P. McEwen, 1.

Messrs. Shaw and Lewis also competed.

The former lost, the latter won the race.

A very good race, with the lead changing 33 seconds.

25.—FLAT RACE—100 yards. 1st Prize, £1.

E. P. McEwen, 1.

Messrs. Shaw and Lewis also competed.

The former lost, the latter won the race.

A very good race, with the lead changing 33 seconds.

26.—FLAT RACE—100 yards. 1st Prize, £1.

E. P. McEwen, 1.

Messrs. Shaw and Lewis also competed.

The former lost, the latter won the race.

A very good race, with the lead changing 33 seconds.

27.—FLAT RACE—100 yards. 1st Prize, £1.

E. P. McEwen, 1.

Messrs. Shaw and Lewis also competed.

The former lost, the latter won the race.

A very good race, with the lead changing 33 seconds.

28.—FLAT RACE—100 yards. 1st Prize, £1.

E. P. McEwen, 1.

Messrs. Shaw and Lewis also competed.

The former lost, the latter won the race.

A very good race, with the lead changing 33 seconds.

29.—FLAT RACE—100 yards. 1st Prize, £1.

E. P. McEwen, 1.

Messrs. Shaw and Lewis also competed.

The former lost, the latter won the race.

A very good race, with the lead changing 33 seconds.

30.—FLAT RACE—100 yards. 1st Prize, £1.

E. P. McEwen, 1.

Messrs. Shaw and Lewis also competed.

The former lost, the latter won the race.

A very good race, with the lead changing 33 seconds.

31.—FLAT RACE—100 yards. 1st Prize, £1.

E. P. McEwen, 1.

Messrs. Shaw and Lewis also competed.

The former lost, the latter won the race.

